



# WE RISE BY LIFTING OTHERS

Skyjack aims to support the rental industry during the good times and the bad. Through Skyjack's **WE RISE** campaign, we want to encourage rental companies around the world to share their stories:

- Community donations and help
- Customer care and protection
- Staff care and protection
- Unique approaches and practices for the "new normal"
- And many more

A Skyjack **WE RISE** appreciation package to be provided for each rental company submission, and monthly prizes for featured stories!

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**A NEW SKYJACK SJ3219**

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#werise

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# A busy six months

In what is our second telehandler feature this year, it is staggering to see how many new products and updates have occurred in the past six months - especially considering its a relatively mature market. We take a look at the latest products, the move to Stage V engines and electric power, as well as some interesting attachments.



## World's highest reaching telehandler

Conexpo provided the launch pad for a number of new models including the 51 metre Magni RTH 6.51 360 degree telehandler which was hard to miss. The world's highest telehandler topped the previous record holder - Magni's six tonne/46 metre RTH 6.46 launched in 2017 - by five metres. The RTH 6.51 can handle 2,000kg at its full height or take its maximum six tonne capacity to a height of 21 metres. Maximum forward reach is 34.4 metres at which it can handle 300kg. The outrigger footprint is the same as the RTH 6.46 at 6.7 by 7.3 metres. Free on tyres it can lift its maximum capacity at a radius of 7.5 metres or a 1,000kg at a radius of 16.5 metres and a height of 24 metres.

Weighing 36,400kg, it has a stowed length of 10.3 metres and an overall width of 2.5 metres. Standard features include hydrostatic transmission, automatic levelling and RFID attachment recognition system



Magni's new RTH 6.51 is the world's highest telehandler.

which automatically selects the load chart for the attachment installed. The wide range of attachments includes two work platforms with platform capacities of either 500kg or 1,000kg and a working height of up to 53 metres.

## 23 metre JLG

JLG chose Conexpo to unveil a 23 metre/4.5 tonne fixed frame telehandler aimed at the increased demand for greater height and reach. With outriggers deployed, the 1075 can take 2,720kg to its maximum 22.8 metre lift height or 952kg at its maximum forward reach of 18.3 metres. Features include the company's Longitudinal Stability Indication (LSI) a two-way camera system while options include SmartLoad and remote controls.

JLG's John Boehme, said: "Customers wanted a telehandler that could reach higher than six stories and extend further into a building than existing models so they can place materials where they are needed rather than leaving them to be moved to the work area."

JLG has also extended its SkyTrak range with the heavy duty 5.4 tonne/12.8 metre SkyTrak 12054, with single joystick controller and an integrated boom mounted lifting lug. A surprisingly popular exhibit at both the ARA and Conexpo was the



Manitou's 5.5 tonne/17 metre MTA 12055.

compact 1.2 tonne/3.9 metre SkyTrak 3013 - effectively a rebadged Ausa T144H - which JLG is now offering as part of a 10 year supply agreement with Ausa.

## Manitou updates MTA 12055

Manitou has updated its 5.5 tonne/17 metre MTA 12055. Sold only in North America, it features a Cummins diesel, four speed powershift transmission with a 35kph travel speed. It can take 2,500kg to its maximum 16.9 metre lift height and handle much of its load chart free on wheels. Maximum forward reach is 14.6 metres. It also includes the GEN:3 single joystick control that combines boom function and drive controls.

## Xtreme adds to C-class

Xtreme Manufacturing has introduced four C-class models, taking its telehandler range to 22 models. The 6.8 tonne/14.3 metre XR1547-C and 6.8 tonne/16.7 metre XR1555-C replace the XR1245 and XR1255 B-class models. The 5.9 tonne/14.3 metre XR1347-C is an XR1547-C without outriggers. The XR1347-C and XR1547-C have an overall width of 2.56 metres and an overall length of 6.47 metres, while ground clearance is 419mm. Weighing 15.9 and 16.7 tonnes respectively they feature 11 degrees of frame levelling. The XR1555-C offers 1.36 tonnes more capacity than its predecessor, a forward reach of 11.7 metres and a larger fuel tank. A B-class variant compatible with the B-class carriages is available for customers which already own XR1255 telehandlers.



JLG's new 23 metre 1075 fixed frame telehandler offers a forward reach of 18.3 metres

Powered by Cummins Tier IV diesels, all three new models share a chassis, cab, electrical and hydraulic systems and can be used with C-class attachments such as pole grapples, sling mounts, truss booms, buckets and aerial work platforms. The fourth new model is the 7.7 tonne/10.3 metre XR1734-C, which can handle 5.9 tonnes at its maximum lift height and 2.9 tonnes at its maximum forward reach of 5.1 metres.

## Chinese target North America

Chinese manufacturers Sany and Sunward surprised many by launching North American telehandlers earlier this year. Sany's 17 metre/4.5 tonne STH1056A is said to cost around 25 percent less than competitors, but has a high specification including cameras, axle stabilisers and solid cushion tyres with a Cummins/Dana powertrain. Sunward's 10.5



Xtreme had added four telehandlers to its C-class range this year

# QUALITY RUNS IN THE family

Granted, the **Snorkel SR626** telehandler looks different from our other lifts, but it definitely has their Snorkel quality. Like all our lifts, this compact telehandler boasts a robust boom and chassis, giving it outstanding durability. The SR626 also shares its siblings' ease of maintenance. Plus, its 2,600kg (5,732 lbs.) lift capacity and 5.79m (19 ft.) lift height make it a versatile jobsite performer. Add in our standard two year warranty, and it's easy to see that the SR626 telehandler is truly a member of the Snorkel family.



**Snorkel SR626**  
SNORKEL BY NAME. SNORKEL IN QUALITY.

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**Snorkel™**



Sany surprised many with a telehandler for the North American market this year

metre/2.7 tonne SWTH-634 was more of a prototype, offering a maximum forward reach of seven metres at which it can handle 408kg. Sunward says it plans to assemble it at the company's plant in Texas.

### Mighty minis

The market for compact and ultra-compact models with overall widths and heights less than two metres continues to grow, prompting more manufacturers to enter the market or update their offerings. With capacities of up to 2.5 tonnes and lift heights of up to six metres, they are ideal for tight city centre renovation projects, as well as in congested industrial plants and yards.

### Ausa compact updates

Spanish telehandler manufacturer Ausa has focused on this market for many years and has upgraded and redesigned its two most popular models - the T204H and T235H - which were originally introduced in 2008 and 2012 respectively. Weighing 4,650kg, the T235H offers a maximum capacity of 2,300kg and can take 1,800kg to its five metre maximum lift height. Maximum forward reach is just under 2.4 metres with 800kg capacity. The smaller T204H weighs 4,150kg, has a 2,000kg maximum capacity and 4.2 metre maximum lift height at which it can handle 1,500kg. Maximum forward reach is 2.1 metres with a capacity of 1,000kg. Both models share the same componentry, with a Kubota Stage V/Tier 4 Final compliant engine, four wheel drive, three mode steering and a new cab with substantially improved visibility and more internal



Ausa has revamped its popular T204H and T235H compact telehandlers



Ausa's new digital display

space. The boom has also been relocated to improve all round visibility, while access to the engine bay for routine servicing is better. The cab also tilts forward to provide access to the rest of the machine's components.

An all-new digital dashboard display is standard and works as a complete interface with the machine. Marc Plans of Ausa said: "The limited analogue information on previous models has been transformed into a technological experience. Users are able to see all the data with the in-cab screen the brain of the machine offering a host of data including diagnostic and maintenance information highlighting any part that has failed."

### Giant slayer

Another ultra-compact telehandler to hit the market this year is the Tobroco Giant 2,490kg/4.8 metre GT5048. Sharing similar weights and dimensions to the company's 4548 Tendo HD, its 2.49 tonne capacity pits it against some of the larger compact models. That said, it is still one of the lighter models on the market weighing just 2,950kg, with an overall width of 1.6 metres and height of 1.97 metres. It can lift 1.67 tonnes to its maximum 4.8 metres and 586kg at a forward reach of 2.75 metres. A heavier version with additional counterweight increases capacities by 15 to 20 percent for a maximum capacity of 2.87 tonnes or 710kg at 4.8 metres.

Power comes from a Stage V Kubota diesel, which the company claims is



Giant's new GT5048 has the dimensions of an ultra-compact telehandler but the lifting capacity of a compact

10 percent more powerful than previous models with more torque at lower speeds. Four wheel steer and hydrostatic all wheel drive are standard.

### Wacker redesigns TH412

Wacker Neuson has completely redesigned its compact 1.25 tonne/ four metre TH412 telehandler which will be available shortly. Originally launched in 2013, it now boasts a Stage V engine and a new cab with improved heating/ventilation system, while Auto and ECO drive modes are now standard. A third 'attachment' mode is also available which maintains the hydraulic flow rate on any attachment even with varying loads.

The redesigned Wacker TH412 compact telehandler.



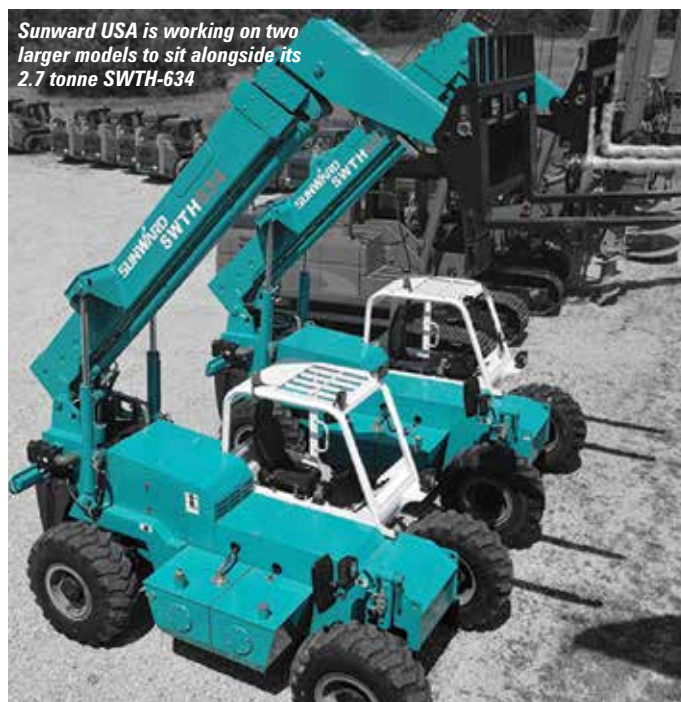
### Turf tyres for Genie

Genie has introduced an ANSI

compliant turf tread tyre option for its 2.6tonne/six metre North American GTH-5519.

### Developments to look out for

- JCB's 21 metre/5,500kg Roto 5.5-21 360 degree telehandler is now entering production with the first units scheduled for delivery next month.
- MST will launch a new model in 2021
- Sennebogen is working on two new models with 3.5 and 4.5 tonne capacities to join its 5.5 tonne/8.5 metre 355 E telehandler. Both will feature the 355's elevating cab.
- Xtreme is working on two new 26 metre fixed frame telehandlers, the 5,443kg capacity XR1285-B and the 11,339kg XR2585-B.
- Sunward USA is working on 3.6 and 4.5 tonne models similar to the 2.7 tonne SWTH-634 unveiled at Conexpo this year.



Sunward USA is working on two larger models to sit alongside its 2.7 tonne SWTH-634

Make	Ausa NEW	Ausa NEW	Giant NEW	Manitou	Wacker Neuson	JCB
Model	T204H	T235H	GT5048	MT 420 H	TH412	516-40
Max capacity	2,000kg	2,300kg	2,490kg	2,000kg	1,250kg	1,600kg
Max lift height	4.2m	5.0m	4.8m	4.35m	4.3m	4.05m
Max reach	2.07m	2.35m	2.75m	2.65m	2.35m	2.53m
O/A Height	2.03m	2.02m	1.97m	1.97m	1.99m	1.8m
O/A Width	1.59m	1.59m	1.60m	1.49m	1.56m	1.56m
O/A Length*	3.53m	3.67m	3.13m	3.64m	2.97m	3.23m
GVW	4,150kg	4,650kg	2,950kg	4,190kg	2,750kg	3,420kg

\*to front carriage

# Centre stage

A major development for European manufacturers this year has been the transition from Stage IV to Stage V compliant engines. While the disruption of Covid-19 led to the deadline being extended until the end of next year, the majority of manufacturers are already introducing their Stage V models.

Generally speaking Stage V requires the installation of a Diesel Particulate Filter (DPF) in order to trap harmful exhaust particulates. Over time particulate matter will build-up in the filter requiring a clean out or regeneration but how this works in practice varies between manufacturers and engines.

In North America, engines remain with Tier 4 Final, with no firm plans to move to Tier 5. In fact given the US presidential stance on the Environment Protection Agency (EPA) there is a chance that regulations might be loosened rather than tightened although this will depend on the upcoming elections. In other regions such as the Middle East and much of Africa Stage IIIA remains the norm, while countries like India are in the process of upgrading to BS-IV.

## Stage V compliant

Bobcat launched its new Stage V compliant telehandlers earlier this year and now offers 11 models with lifting capacities from 2.6 to 4.1 tonnes and lift heights between six and 18 metres. The company's Bobcat D34 Stage V diesels feature DPF after treatment, but not a Selective Catalytic Reduction (SCR) system - so no need for AdBlue. The company claims the new engines offer seven percent lower fuel consumption and 14 percent more torque compared with its Stage IV engines, while the DPF regeneration system performs automatically without impacting performance. The

models also include a redesigned engine compartment to reduce blind spots on the right side of the cab and improve access for servicing.

Telehandlers were the first Genie products to be upgraded to Stage V. All new models are equipped with four cylinder turbocharged 2.9 litre diesel engines with 'smart regeneration' technology. The company claims the system continuously monitors the build-up in the engine's DPF and alerts operators in advance of when a regeneration is needed via the in-cab display.

The engines have four alert levels:

- One: Notifies the operator that high soot levels have been reached, and that it is time to schedule a regeneration cycle.
- Two: Engine software reduces operating speeds by 30 percent.
- Three: Software slows operation by 60 percent.
- Four: Stops lifting operations but the machine can still drive at half speed in order to move to a safe location.

The company says the system allows operators to select a convenient time to run a regeneration cycle after the first alert but also allows them to continue to work when required. Operators and owners are also able to check the DPF's condition and soot levels via its Lift Connect telematics system.

JCB has installed Stage V diesels in all of its European telehandlers, from

six to 20 metres. The four cylinder 3.0 litre 55kW/74HP DieselMAX engine on its 531, 535 and 540 models is said to be 24 percent smaller and 30 percent lighter than the 4.4 litre EcoMAX, yet offers 10 percent more torque and 'real world' fuel savings of five percent. The engines use a NOx control system that combines a diesel particulate filter and diesel oxidating filter in a single unit. The company has also introduced an AutoStop feature automatically turning off the engine

when idling. It has also upgraded its LiveLink telematics system to include remote monitoring of DPF activity and can notify operators when regeneration is required, as well as monitor whether the auto regeneration has been overridden. The Kramer division of Wacker Neuson has installed Perkins and Kohler Stage V engines to its 2.2 tonne/five metre 2205 and 2.7 tonne/six metre 2706 models with diesel oxidation catalyst (DOC) and diesel particulate filters, while its 3007, 3507, 4007, 4507 and 4209 models will continue to be fitted with TCD 3.6 engines but with DOC, DPF and SCR systems as standard.

All Magni telehandlers have been equipped with Stage V Deutz and Volvo diesels since April. Other changes introduced include an automatic parking brake which engages when the vehicle speed approaches zero.



Bobcat's range is now fully converted to Stage V



JCB's European telehandler range is all Stage V compliant



For the most part new diesels require a Diesel Particulate Filter



Genie's Stage V telehandlers feature a 'Smart Regeneration' system

## All electric on HS2

**In July, Flannery Plant Hire took delivery of the first fully electric 2.6 tonne/six metre Faresin 6.26 telehandler in the UK from distributor GGR. It went straight to work on the HS2 high speed railway project which has set ambitious targets for suppliers to minimise carbon emissions.**

The standard 300Ah battery has a battery life of up to six hours and a recharge time of just under four hours using the standard external three phase charger. The lithium battery pack can also be 'opportunity' charged, allowing batteries to be topped up during breaks to minimise downtime. Flannery operations director Niall Hester said: "HS2 has been hugely proactive in driving its green agenda and this was a great project to introduce this new machine. Working with Skanska Costain Strabag joint venture we identified the material handling requirements on this particular section as an ideal testing ground, and the site team provided good support for the process."

The electric telehandler has been working an average of five to six hours a day setting up a concrete compound. Strabag senior works superintendent John Marley added: "We have been really impressed with this telehandler, it has great lifting capabilities for its size and has managed 80 percent of the



*The all electric Faresin 6.26 has excelled on the HS2 project*

deliveries to site. It actually lasted for a full 10 hour shift each day, without charging. Overnight we used the three phase, five pin charger with a charging point we have onsite, which fully recharges it ready for the next day. Flannery did supply a fast charger which would have charged the machine in just under two hours, but we didn't need it in the end."

A look at the telematics data indicated that a traditional diesel telehandler would have used more than 400 litres of fuel each week, so as well as eliminating emissions and noise, it offers significant fuel and cost savings.

## Electric models in the works

**Manitou** is still working on its all electric Oxygen range, including the six metre/2,500kg MT 625 Oxygen and a hybrid version of its diesel MRT 2550 - MRT 2550 h Oxygen. No news on an official release dates though.

Production of **Merlo's** 2,500kg/4.8 metre lift height all electric E-Worker compact telehandler looks set to begin next year. Two versions are planned - a lower powered two wheel drive 25.5-60 and the two or four wheel drive 25.5-90 which features a bigger drive motor. The company claims they are designed to achieve eight hour shifts.

**Haulotte** plans to introduce its electric/hybrid Pulseo concept from its 61ft HA 20LE boom lifts - to its telehandler range

**Sennebogen** is working on an all electric telehandler with rapid battery change over for dual shift operations.

**Snorkel** has been delivering its Faresin built all electric 6.26 compact telehandler in both Europe and the USA where it becomes the SR5719E.



*The Merlo E-Worker*



# #LIFT DIFFERENT

At Magni, #liftdifferent means choosing expert manufacturing partners, specialized staff and meticulousness in selecting new materials. All Magni products, rotating and fixed boom telescopic handlers, are reliable and multi-function and the best choice to lift differently.

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**MAGNI**  
TELESCOPIC HANDLERS

# The Swiss army knife

An endless array of attachments can transform a telehandler into a machine with the versatility of a Swiss army knife. Not only do they increase productivity and safety, but they also reduce the number of different machines needed on a job. The following are just a few that are available on the market.



## Adjustable lifting grab

The Caldwell group has a 2.7 tonne adjustable lifting grab which can be used for concrete, marble and granite blocks with widths from 75mm to 1.52 metres. The attachment was used by Texas Landscape Creations to install a layer of concrete blocks each weighing 1.3 tonnes and measuring 1.5 metres by 600mm. Company owner Jeff David, said: "Previously, we would have used forks or slings, usually a combination of the two. This attachment proved to be a real timesaver possibly saving 30 percent of the estimated time for the project."

## Grapple saws

Dutch forestry attachment company GMT Equipment has upgraded its range of grapple saws to assist with the removal of tree sections and limbs up to five metres in diameter. The new 'Total Tree Control (TTC)'



GMT has added two 'Total Tree Control' grapple saws to its range

feature allows operators to hold the tree limb or truck sections in place after they have been cut free before lowering them in a controlled manner when released.

## Sheet material handler

JLG has added a 1.3 tonne capacity sheet handling attachment for drywall, plywood or other panels. After picking up the load, the forks



JLG's 1.3 tonne sheet handler.

are able to tilt the sheet material 100 degrees from horizontal to almost vertical, making it easier to slide the sheets off at height. Additional features include fork width adjustment and 180 degrees of lateral rotation.

## Underbridge attachment

Magni's TP O-U underbridge inspection attachment offers a 22.4 metre working height, an outreach of 17 metres and 200kg unrestricted platform capacity when fitted to its RTH 5.21 telehandler. When working from a bridge it offers a negative reach of 7.5 metres, while the telescopic jib rotates through 340 degrees and can extend 6.9 metres under the bridge deck.

## Glass handling

The Hermes 900 glass vacuum grab from TGT can handle double glazed glass panes weighing up to 900kg. Once the telehandler is in place, the battery powered hydraulic attachment can carry out a range of fine movements including 360 degrees of rotation, vertical and horizontal tilting and forward and backward motion using radio remote controls.

Fitted to Magni's RTH 5.21, the TP O-U can work up to 6.9 metres under the bridge deck



The Hermes 900 glass vacuum grab on a project in South Africa



## Jibs

When JCB introduced its first 360 degree telehandler - the Roto 5.5-21 - last year, it promoted it as a 'genuine cost effective replacement for smaller mobile cranes, offering rapid set up and the ability to carry out technical lifting operations'. Whilst a bone of contention in the crane industry, almost all telehandler manufacturers offer lifting attachments. The new JCB offers a 680mm jib, a 5.5 tonne winch and a two metre/2,000kg jib.

Caldwell's adjustable lifting grab



Sennebogen's clamping forks unloading loose material